

Notice of Preparation

Environmental Issues

In accordance with the policies of the Placer County Board of Supervisors regarding implementation of the California Environmental Quality Act, the County Planning Department prepared an Initial Study for the project. The Initial Study is intended to provide a basis for a determination of whether the project may have a significant effect on the environment. The Initial Study is used to focus the analysis of the Environmental Impact Report (EIR) to those areas of concern identified in the Initial Study. The Initial Study identified the following areas of concern:

Land Use/Planning

Compatibility of the project with surrounding uses such as the adjacent landfill and other industrial uses will be assessed. Noise associated with the project may not be compatible with residential uses located southwest of the site. The project would also permanently remove the project site (currently open grassland) from future agricultural opportunities. The project has the potential to conflict with goals and policies of the Placer County General Plan and Sunset Industrial Area Plan.

The project would include construction of a main event arena. Portions of the structure would exceed the maximum permitted height of the zoning district. Approval of a variance to exceed the maximum allowed height of 36 feet is required for this project.

The Sunset Industrial Area Plan requires a 1,000-foot buffer between commercial uses and any Solid Waste Disposal Site. The proposed project includes commercial uses within this buffer, at 500 feet from the Solid Waste Disposal Site. Potential impacts associated with commercial uses located within the 1,000-foot buffer will be addressed in the EIR.

Geologic Problems

The project would result in substantial soil disturbance and changes in topography, which may result in potential impacts related to erosion and stormwater runoff.

Water Quality

Construction and operation of the project would result in an increase in impervious surfaces, which has the potential to increase stormwater runoff peak flows and volume and degrade surface water quality.

Air Quality

The project has the potential to result in short-term construction-related impacts and long-term operational impacts, and to contribute to cumulative air quality impacts occurring within Placer County. The project also has the potential to create objectionable odors related to an increase in diesel exhaust emissions.

Transportation

The project would result in an increase in vehicle trips, which would have the potential to significantly increase traffic congestion at area roadway intersections.

Biological Resources

The project site has the potential to support special-status plant and animal species, and it contains approximately 3.43 acres of ecological resources, including 1.07 acres of wetland swale, 1.29 acres of seasonal wetlands, and 1.07 acres of vernal pools. Construction of the project would impact these resources.

Hazards

The project would result in an increase in the congregation of large numbers of visitors to the site and therefore would require development of an emergency response plan. The project would result in the storage of hazardous materials at the site, which has the potential to result in impacts related to hazards and hazardous materials.

The project includes waterways and use of onsite stormwater detention, which have the potential to become breeding grounds for mosquitoes and public health concerns. Also, because of the proximity to the Western Regional Sanitary Landfill, the project site may include the presence of landfill methane gas and trace gases. Earthmoving and grading activities and the revised topography of the site could result in accumulation of and human exposure to landfill gas.

The project would involve substantial soil disturbance and changes in topography, which may result in potential impacts related to exposure of soils with potential chemical contamination due to past uses of the property (e.g., exposure to soils contaminated by intensive use of agricultural pesticides). In addition, the project also included periodic overnight camping during large events. This activity has the potential to increase fire hazards and also increases the risk of exposing individuals using the site to landfill gas. These hazards will be evaluated in the EIR.

Noise

Project construction would result in short-term (temporary) noise impacts, and operation of the project would result in an increase in vehicle traffic, periodic overnight parking, and possibly corresponding transportation noise impacts. Meteorological inversions could also influence the transmission of noise (e.g., crowd and loudspeaker noise) to sensitive receptors. Construction and operational noise impacts will be evaluated in the EIR.

Utilities

The project would result in an increase in stormwater runoff that may affect the ability of the existing drainage facility under Athens Avenue to accommodate these increased flows. The project would also result in an increase in wastewater flows, resulting in potential impacts related to the capacity of the existing sewer collection system along Athens Avenue. The project includes periodic overnight camping during large events. This activity has the potential to increase water usage and wastewater discharge beyond what is anticipated for normal daily operations. The EIR will consider utility impacts from all projects components.

Aesthetics

The project may result in demonstrable negative effect on aesthetic resources of the surrounding area related to nighttime lighting (video display and arena/stadium lighting, periodic, all-night security lighting), building heights and materials, and their location and orientation at the site.

Cultural Resources

Construction of the project has the potential to result in the disturbance of archeological or paleontological resources.

Project Description

Introduction

Infinity Investments Partners, LLC (applicant) proposes to establish the California Motocross Park, a motocross dirt bike racing and recreation facility (project). The project would be constructed on a 158-acre project site (Assessor's Parcel Number [APN] 017-061-044) along Athens Avenue adjacent to the Western Regional Sanitary Landfill, approximately 2 miles west of State Route (SR) 65, 1.5 miles north of the City of Roseville, and 2 miles south of the City of Lincoln. The Thunder Valley Casino is located approximately 1 mile to the east of the site.

The term *motocross* generally describes motorcycle or all-terrain vehicle/quad racing held on off-road or enclosed tracks. Motocross races are held on hilly or natural terrain. The courses average about 2 miles in length and consist of right and left turns, jumps, and sand, dirt, and/or asphalt track surfaces. Races are typically held under any type of weather condition.

The applicant has prepared the following supporting technical studies and reports for the proposed project:

- cultural resources evaluation (Peak & Associates, May 2005);
- wetland delineation (North Fork Associates, June 2005);
- biological assessment (North Fork Associates, July 2005);
- noise analysis (Hanson Miller Miller and Hanson, July 2005);
- preliminary geotechnical report (Gularte & Associates, July 2005);
- preliminary utility and grading study (California Engineering Company, July 2005), including:
 - preliminary drainage report;
 - preliminary water and sewer report;
- traffic impact analysis (kdANDERSON Transportation Engineers, August 2005);
- phase I environmental site assessment (Western Resources Management, September 2005); and
- preliminary best management practice (BMP) plan (during construction and long-term operation).

Project Objectives

The applicant's objectives of the proposed project are as follows:

- Provide a family-oriented recreation and entertainment center.
- Create a recreational motocross destination spot for local racers, race fans, and families that would draw participants and spectators from other areas of California and the western United States.
- Create a safe and clean environment that would provide a combination of recreational, park, retail, office, industrial, and restaurant facility opportunities on a self-contained site.
- Provide recreational uses that are in demand and not currently available in Placer County.
- Provide new recreational uses in the Sunset Industrial Area Plan (SIA).
- Boost the local economy by providing significant sales tax revenue through establishment of retail uses associated with the motocross and motorcycle sports.
- Establish a compatible land use adjacent to the Western Regional Sanitary Landfill, thereby further buffering the landfill from encroachment of other incompatible uses.
- Revitalize an area in the Sunset Industrial Area Plan with an upscale, aesthetically pleasing recreational facility with accessory retail, commercial, and industrial uses.
- Develop a currently vacant parcel in an area that Placer County has identified for industrial development.

Project Site Location and Existing Conditions

Project Site Location

The 158-acre project site (APN 017-061-044) is located in the unincorporated area of Placer County south of Athens Avenue, adjacent to the Western Regional Sanitary Landfill, approximately 2 miles west of SR 65 (Figure 1). The City of Roseville limits are located approximately 1.5 miles to the south (Blue Oaks area), and the City of Lincoln limits are located approximately 2 miles to the north of the project site. The Thunder Valley Casino is located approximately 1 mile to the east of the project site.

The project site is bounded by Athens Avenue to the north, the landfill to the west, and vacant, undeveloped lands to the south and east (Figure 2). The project site is located in the Industrial Reserve Area of the SIA and is designated in the SIA as Industrial. Land uses permitted in the Industrial Reserve Area include recreational and entertainment activities compatible with industrial uses.

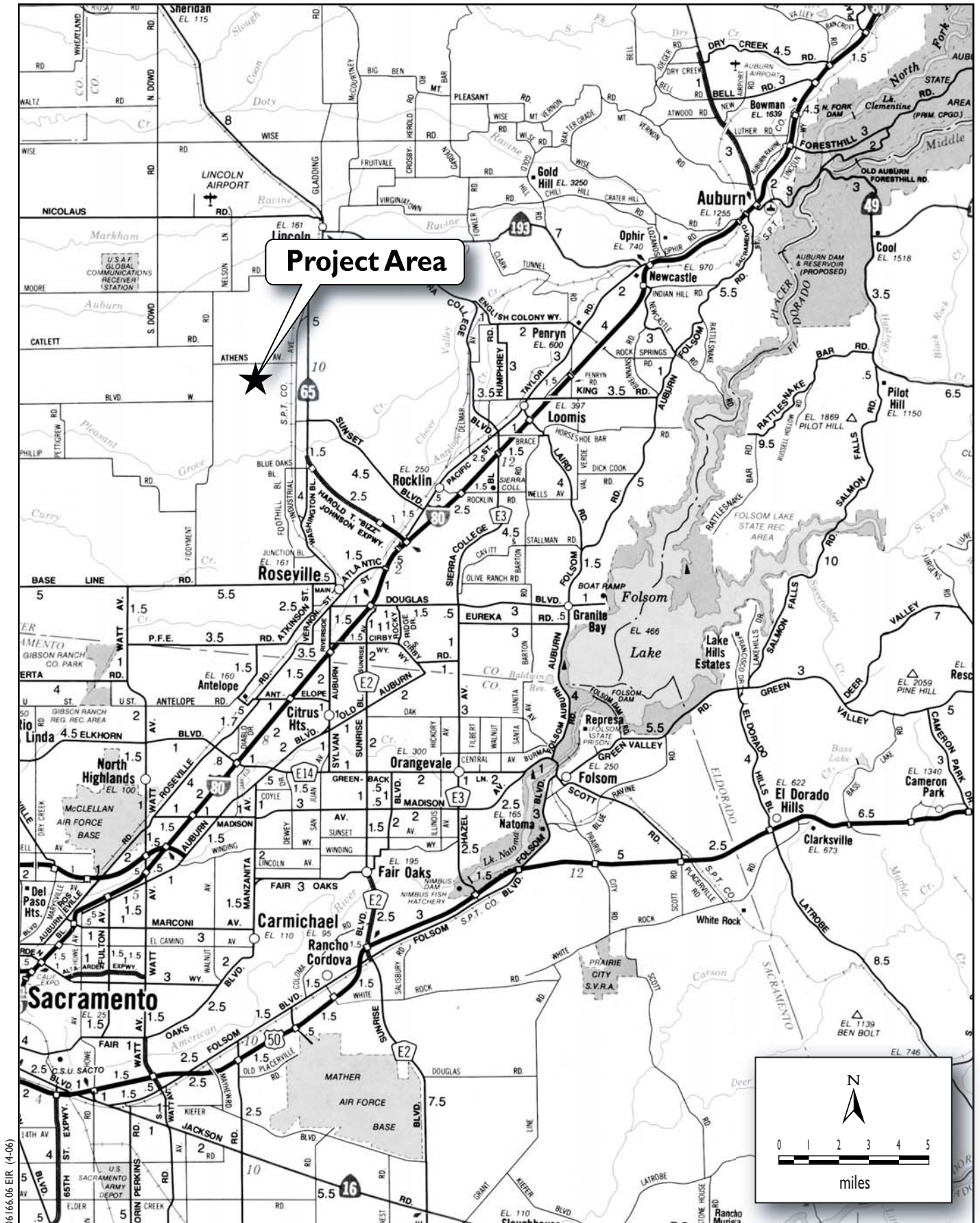
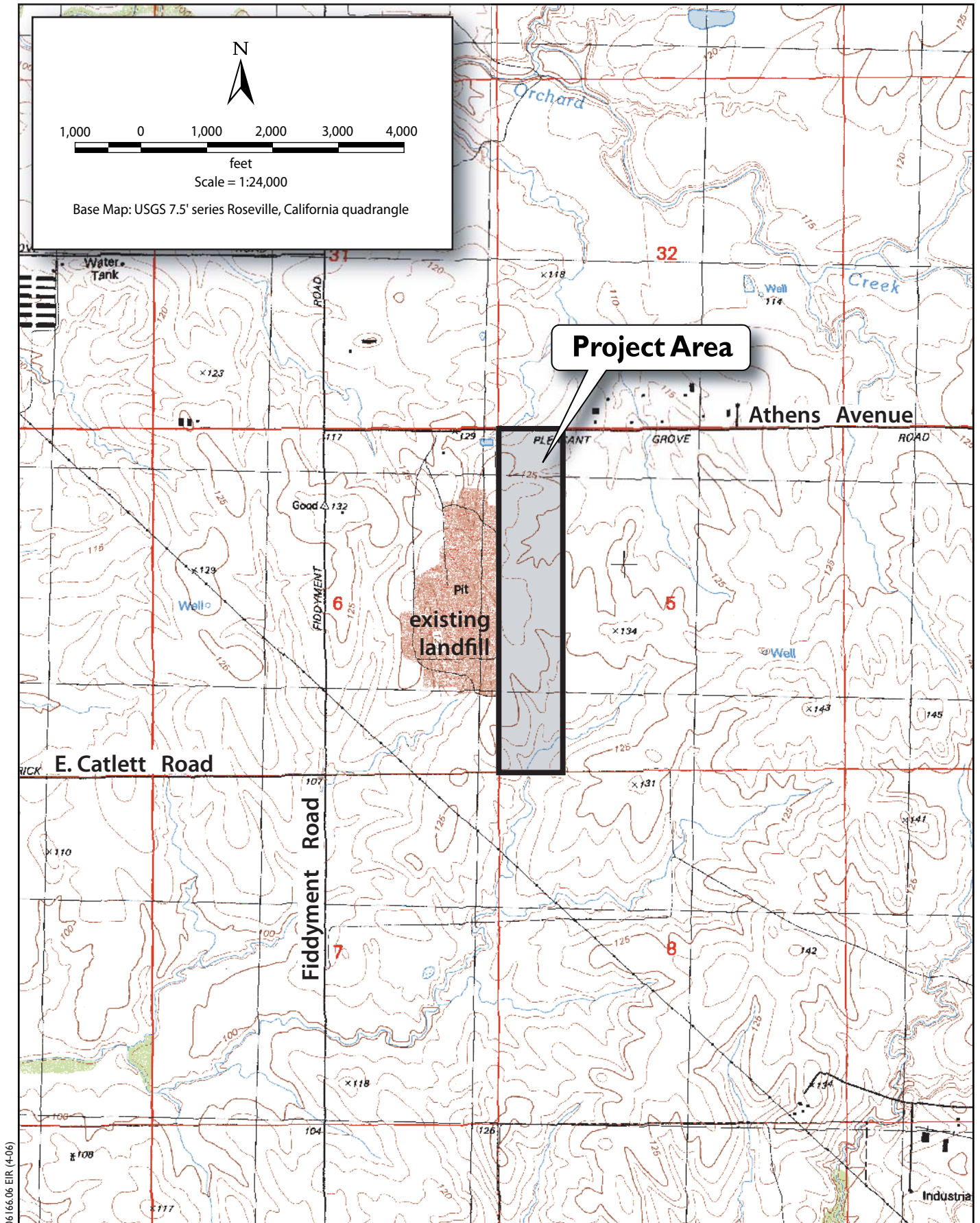


Figure 1
Regional Location



Existing Site Conditions

The project site is relatively flat, vacant, nonirrigated land, with elevations varying from 110 to 140 feet (Figures 1 and 2). The project site is zoned F-B-X-160-DR-SP (Farm with a Building Site Minimum of 160 Acres, Combining Development Reserve, Combining Special Purpose) and is designated Industrial in the Sunset Industrial Area Plan.

There are no existing structures at the site, and vegetation consists of annual grasslands. In general, soils at the site consist of dense to very dense silty sand, underlain by hard, damp, moderate to highly cemented silt interbedded with dense silty and poorly graded sand. Water drains from the south end of the site toward the southwest through surface swales and ultimately into Pleasant Grove Creek, which is approximately 7 miles to the southwest. Water drains from the north end of the site toward the north through surface swales and ultimately into Orchard Creek, approximately 1.6 miles to the north. Water that does not run off either percolates or is collected in shallow depressions over the hardpan soils.

Existing Conditions in the Project Vicinity

Properties in the project vicinity include the Western Regional Sanitary Landfill to the west and industrial uses to the north, which include an auto wrecking yard, lumber company, concrete manufacturing and supply company, pallet recycling company, and waste recycling company (Figure 3). The Thunder Valley Casino is located farther to the east of the project site along the north side of Athens Avenue. Lands to the immediate south and east of the site are presently vacant. The nearest residences to the project site are located south of the project site in the Blue Oaks neighborhood within the City of Roseville approximately 1 mile from the southern project boundary. Residences in the City of Lincoln are approximately 2–3 miles to north.

Lands in the project vicinity are identified in the Sunset Industrial Area Plan as Public Facility/Agricultural 80-Acre Minimum to the west (zoned F-B-X-80-SP), Industrial to the south (zoned F-B-X-160-DR-SP), Industrial to the east (zoned F-B-X-160-DR), and Industrial to the north (zoned F-B-X-80-SP).

Project Characteristics

The proposed project would include open air racetracks, a covered racetrack, enclosed spectator viewing booths overlooking an amphitheater-style racetrack, oversized vehicle and trailer parking areas, picnic grounds, playgrounds, parking areas, restrooms, and shower facilities. The project would provide weekday recreational riding and motocross practice, and would host weekend racing events. The project would provide multiple racetracks for motorcycle and bicycle racing to meet the needs of amateur, club, and professional racing organizations and promoters across the United States. A variety of riding tracks



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Figure 3
Location Map - Aerial

would be provided to accommodate all ages and skill levels. Weekday and non-race weekend operations would consist of practice sessions at the various tracks.

The project would also include a building complex that would contain approximately 130,000 square feet of retail space for related services, such as food service and restaurants, retail stores ancillary to the motocross and bicycle motocross sports, video and game arcades, medical facility, ticket and information center, and a business conference center. It is anticipated the retail space would also generate external traffic, but primarily service visitors who would use the facility. Also, five to eight ancillary buildings will be constructed onsite to house park restrooms, fuel storage, concessions and support services. In addition, there will be six to 10 industrial buildings of approximately 3,000 to 5,000 square feet, with permitted industrial zoning uses such as maintenance, equipment storage, motorcycle repair shops, and other motocross park-related support services.

The applicants will request approval of a Conditional Use Permit to construct and operate the motocross facility and accessory uses. According to the Placer County Code, a “sports facilities and outdoor public assembly” is a permitted use with the grant of a Conditional Use Permit (County Code, Chapter 17, Sections 17.06.050 and 17.10.010). The applicants will also request a Variance to the requirement of all-weather parking surface on a portion of the site and a variance to the maximum allowable building height.

Racetrack Facilities

The proposed project includes plans for the following racetracks on the site:

- American Bicycle Association–approved bicycle motocross track;
- Supermoto-style racetrack for motorcycles and all terrain vehicles;
- Enduro Challenge track, a 1.5-mile dirt track with manmade and natural obstacles usually found only in the most extreme Grand Prix or Enduro races;
- 150- by 540-foot covered and lighted motocross track;
- two small-scale tracks for young beginner riders, with scaled-down jumps and obstacles;
- racetrack for quads;
- vintage-style motocross track; and
- motocross track.

Main Event Arena/Stadium and Retail Building Complex

The proposed main event arena/stadium (arena) would feature an approximately 500- by 500-foot main event track within a 250,000-square-foot arena track area. The arena would be up to 60 feet tall at the highest point and would include an approximately 40-foot-tall video display sign directed inward to the arena. The arena would have a combination of fixed seats and grass seating with a capacity of up to 14,000 spectators at full buildout. The arena would also include up to 24 private spectator event suites (luxury boxes).

A retail building complex would be constructed around the eastern and southern boundaries of the arena. This complex is planned to include 130,000 square feet of retail space and uses ancillary to the motocross and bicycle motocross sports, including motorcycle parts and related repair shops and motorcycle sales shops. Similar to other recreational sports, the inclusion of retail shops that offer related products and services to the motocross sport would provide opportunities for racing participants and spectators while they are already on the proposed project site for events. The retail space on the proposed project site is designed to complement the primary use of the site for motocross racing. Other uses planned for the building complex may include a sports-themed brew pub and restaurant, an arcade, locker rooms and showers, a ticket/information center, a child care facility, an emergency medical services office, and a conference room.

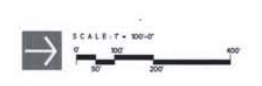
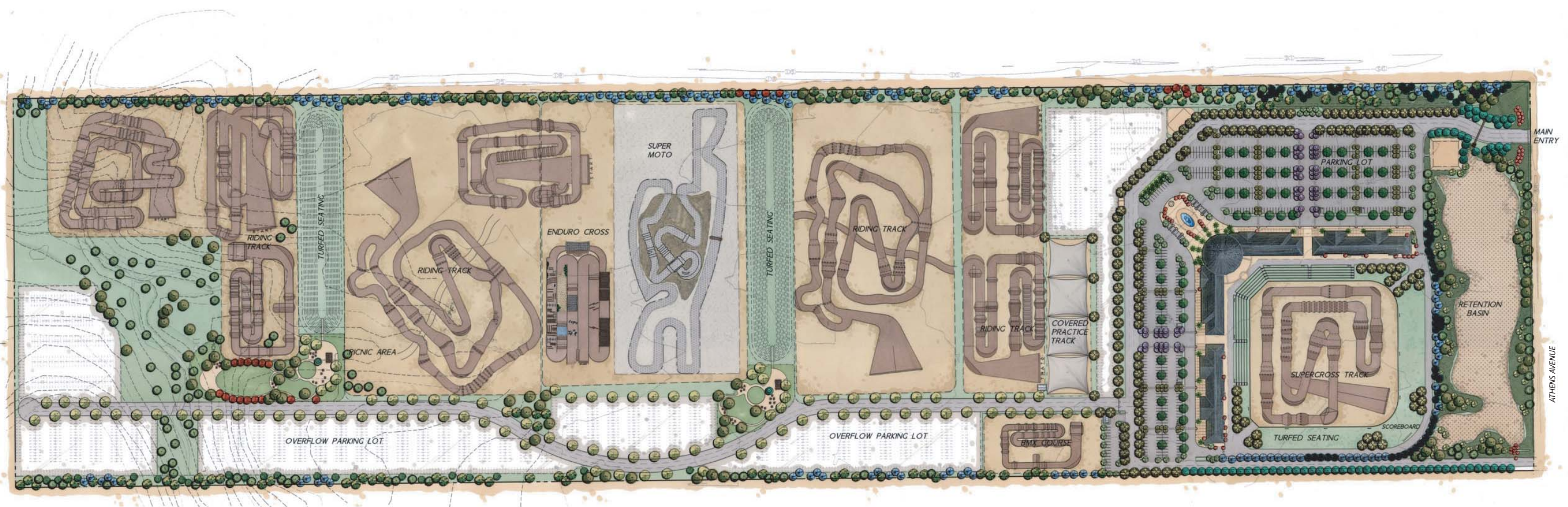
Ancillary Facility Amenities

In addition to the main event complex, the following ancillary facilities are also proposed as part of the project:

- picnic grounds;
- playgrounds;
- restrooms;
- shower facilities located within the main arena building (see site plan and park drawings); and
- fuel storage and sales building that will store fuel in an approved tank with secondary containment in accordance with general plan policies and fire code requirements.

Project Site Access

Access to the project site is proposed at two locations from Athens Avenue (Figure 4). The primary access to the site would be along the western edge (nearest the landfill) and would consist of a roadway connection to Athens Avenue accommodating three traffic lanes. This roadway width would provide



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Source: Land Architects Inc.

flexibility regarding the use of changeable lanes into and out of the site as needed during larger racing events. A second connection to the site from Athens Avenue is proposed at the eastern edge of the site to provide a secondary emergency access route. The easterly access may also be utilized during larger events to help facilitate traffic flow and provide circulation to the various parking areas.

The proposed project includes widening Athens Avenue along the project frontage and immediately west of the site to accommodate a westbound left-turn lane into the site, an eastbound right-turn lane, and an eastbound acceleration lane at the main access. The proposed design provides a variety of onsite traffic management strategies to facilitate traffic flow into the site.

Internal Site Circulation

A three-lane loop roadway would be constructed at the site, extending from the main access around the paved parking area in the northerly quadrant of the site to the east side of the property (Figure 4). A north-south roadway would be constructed on the eastern portion of the site and extend through the balance of the project and serve the majority of the practice track facilities.

Project Phasing Plan

Construction of the tracks and the building complex are anticipated to be phased over a 5- to 10-year period. The initial phase is anticipated to be comprised of the construction of approximately 66,000 square feet of arena and building space and is anticipated to be completed in a 2- to 3-year period. Two additional phases are proposed, during which the balance of the retail building area and racetracks would be constructed. The additional phases are anticipated to be completed in 3- to 5-year successive periods. This phasing plan is intended to be flexible and represents the current plan for the project development; phases may be combined or constructed more rapidly in the future as warranted by business demands.

Operating Hours and Employment

Construction of the initial phase(s) of the project is proposed to begin in late 2006 or early 2007, and the facility is anticipated to open for practice and racing later in the year. Once operational, typical track operating hours would be 7 days a week from 7 a.m. to 10 p.m. The primary motorsports events would take place on Fridays, Saturdays, and Sundays. It is estimated that approximately 3,000 riders and spectators would use the facility on any given non-race/event weekend day, and approximately 7,000 riders and spectators would attend on any given event weekend day. Stadium-style lighting would allow the main track to have day and evening events. Because multiple tracks are proposed, it is possible to host several concurrent events on a given weekend. In addition to weekend

motorsports events, the project would feature midweek and weekend racing events, and technical motorsports schools and business center events.

In the future, there may be events scheduled at the facility at which point 8,000–14,000 riders and spectators may attend a given race day event. These types of events are estimated to occur infrequently on weekends.

During larger, multi-day events, that would draw visitors from great distances, some participants will likely use the facility for overnight parking. Overnight parking would be on an “as-needed basis” depending upon the size of the event. These vehicles would be parked in the existing gravel parking lot located on the eastern portion of the site, adjacent to the tracks. Because trucks, motorcycle trailers, and associated gear are customarily kept at the facility overnight, lighting is provided for security and security guards would patrol the area. Additionally, the existing restroom buildings that are part of the complex would be kept open for use.

Daily weekday track operations are anticipated to generate employment for up to 100 workers in various shifts throughout the day to manage the facilities and operate the various concessions (race management, track supervision, track flagging, maintenance, parking attendants, concession workers, etc.). Facility operations on race-day weekends are anticipated to generate employment for up to 250 workers.

Architectural Design Features

The architectural elements of the proposed arena/stadium and retail building complex would combine a visually pleasing color palate and design in an area of Placer County planned for industrial development and redevelopment.

The designs of the main event arena/stadium building and retail center would be designed to visually complement the site and the surrounding area. The main entry of the arena would be constructed of a steel and glass facade resting on top of a brick-veneered base, and a sloping metal roof with wide overhangs. A vertical stair and elevator tower with a plaster finish would provide an accent element for visual recognition of the entry and facility signage. The wings of the arena and retail center would be a combination of plaster finish of several compatible colors, with accented colored canopies or awnings and brick veneer wainscots. The massing of the buildings is coordinated with the color scheme to allow variation in the facade. The upper portion of the buildings that houses the viewing suites would be accented by a sloping metal roof with large overhangs that match the main arena entry roof material. Vertical express steel tower structures would occur at several locations to designate secondary entry areas and support the exit stairways from the second-floor viewing suites. These would be painted with a coordinating color and have a metal roof, consistent with the main event arena entry.

Parking Plan

The proposed project's arena/stadium will have a combination of fixed seats and grass seating to accommodate up to 14,000 riders and spectators, not including the luxury boxes. The Placer County Zoning Code required ratio for parking for stadium seating is one space per four seats. The required ratio of parking for the retail space is one space per 300 square feet, for a sit-down restaurant is one space per 100 square feet, and for industrial uses is one space per 1,500 square feet. While the arena seating capacity can accommodate up to 14,000 spectators and riders, that capacity will only occur infrequently as noted in the "Proposed Characteristics" section above. The anticipated capacity for most events would be approximately 7,000 riders and spectators. The parking has, however, been designed to accommodate the maximum spectator and retail capacity to ensure that there will be no overflow parking needs off of the proposed project site.

Based on the zoning code requirements, the proposed project's required parking would be 415 spaces. The proposed project will exceed this requirement by providing 648 standard spaces, 16 handicapped spaces, 70 compact spaces, and 14 motorcycle spaces, for a total of 748 paved parking spaces for the arena and retail. In addition, 1,752 gravel standard and oversize parking spaces will be provided. In the event of a larger capacity event, an additional 750 to 1,500 additional overflow parking spaces could be accommodated on one of the dirt tracks. As a result, a total of approximately 4,000 paved, gravel, and dirt parking spaces would be available on the site.

Lighting Plan

The proposed outdoor lighting plan would be designed such that outdoor lighting would not shine "unnecessarily onto adjacent properties or into the night sky," consistent with SIA Land Use Policy 1.H.11. The lighting design would also meet minimum safety and security standards. Lighting in the paved parking lot would be shoebox-type lights with 250-watt metal halide bulbs installed at a height not to exceed 18 feet. The arena lighting would be approximately 90 feet high with 1,500-watt metal halide bulbs. Lighting on the retail buildings is planned to consist of indirect decorative lighting to provide functional illumination and lighting for the safety of pedestrian movement. The covered track would also have lighting. The arena and covered track lighting would be turned off immediately following the completion of racing events. For multi-day events, all night security lighting will be provided.

Site Grading and Landscaping Plan

As noted in the preliminary grading plan, no soil would be imported or exported from the site. The soil excavated for construction of the tracks and buildings at the site would be utilized onsite for the construction of berms and auxiliary tracks, consistent with SIA Land Use Policy 1.H.5, which requires new

development to incorporate sound soil conservation practices and minimize land alterations.

The proposed landscaping plan includes the use of berms and landscape planting areas along the boundary of the site and between some of the track areas as both a visual and noise attenuation feature, consistent with SIA Land Use Policy 1.H.6. The proposed project would satisfy the shade requirement in the paved parking lot. Landscaping would also be planted on and along the berm. The plant palette chosen would consist of visually pleasing and primarily native plants.

Infrastructure Plan

The infrastructure plan consists of a water supply plan, a sewer plan, and a stormwater drainage concept plan. A preliminary utility plan was also provided.

Water Service

The proposed project shall connect to an existing 18-inch water main that runs along the south side of Athens Avenue and would be serviced by the Placer County Water Agency (PCWA). A 12-inch water main would serve the site to provide domestic, irrigation, and fire suppression services. The proposed 12-inch water main will loop through the site, connecting to the existing 18-inch water main at the northwest and northeast ends of the project site, and will be constructed pursuant to PCWA construction and improvement standards. Fire hydrants will be installed throughout the site pursuant to PCWA standards.

Sewer Service

A sewer study completed by a registered civil engineer will be prepared and submitted with the EIR to determine the sewer system design and associated impacts.

The project is proposing to temporarily connect to an existing Placer County 4-inch sewer force main that runs along Athens Avenue. Wastewater will be metered into the 4-inch force main to avoid peak wastewater flow periods and will discharge into the force main at off-peak times. Properly sized storage tanks will be installed onsite to store wastewater during peak flow times, and discharge at a rate consistent with Placer County's requirements at off-peak times.

A permanent wastewater discharge solution is currently being negotiated with the City of Lincoln to discharge into its wastewater collection system when a new gravity sewer trunk main servicing the area is constructed. Lincoln's project is currently in the environmental review phase, with project sources indicating construction to be in late 2006. It is possible that the plan to connect to Placer County's sewer force main may be abandoned if Lincoln's trunk main is

constructed prior to the motocross development. If that is the case, the motocross project will connect to Lincoln's main. The motocross park onsite sewer collection system shall be designed to allow for the transition.

Onsite sewer consists of gravity and force mains. The majority of the arena area will be served by gravity sewer mains and with force main construction required to service the southern portion of the project. Grease interceptors shall be installed as required with the development.

The sewer study for the proposed project will evaluate the capacity and connection requirements for the proposed sewer service for the project.

Stormwater Drainage

There will not be a net increase in storm water runoff into local drainage facilities from the project. As required in the SIA, the project shall detain peak runoff to 90% of the predevelopment levels. It is proposed to detain storm water onsite and meter it into local drainage facilities, which eventually drain to Orchard Creek to the north and Auburn Ravine and Pleasant Grove Creek to the south. Storm water will be collected onsite through drainage inlets and transferred to the detention basins via storm drain pipes at the north end and piping and swales at the south end.

Pump stations shall be utilized to pump storm water into and out of the detention basin. The main track shall use an under drain system to collect and transfer storm water to the detention basin. Detention basins shall be designed to detain a 100-year storm event, while the site collection system shall be designed to collect and transfer a 10- or 25-year storm event, as required by Placer County. All construction shall be pursuant to the Placer County Department of Public Works construction and improvement standards.

Emergency Service Enhancements

Two existing fire hydrants are located on Athens Avenue at each end of the northern boundary of the site. The proposed project site would be designed with a fully paved fire road, which would enable fire trucks full access and turnaround to the southern end of the site and around the arena/stadium buildings. Fire protection features would be installed pursuant to the Placer County Fire Department improvement standards, including fire sprinkler systems in the building complex.

A helipad has been voluntarily added to the site plan and would be maintained for the use of the Placer County Fire Department, and any other emergency service providers who utilize "life flight" helicopters. The project also proposes to contract with an ambulance service or similar service to provide an ambulance and emergency team to stand by during all onsite race events. In addition, the proposed project includes construction of a medical office in the building

complex, which is proposed to be staffed by a certified medical team or similar service on Friday, Saturday, and Sunday and during all race events.

Required Approvals and Permits

Placer County has determined that an EIR shall be prepared to determine whether there is substantial evidence that the project may create significant environmental impacts, document and disclose the potential impacts, and determine whether the impacts could be mitigated to less-than-significant levels. Placer County is the lead agency for the proposed project. The EIR may also be used by regulatory and responsible agencies such as state and federal agencies. Such agencies are responsible for issuing permits and approvals that may be needed to proceed with the proposed project or that regulate the implementation of BMPs. The proposed project is likely to require, or may require, the following permits and approvals:

- Issuance of a Conditional Use Permit to establish the motocross park and accessory retail uses—Placer County.
- Approval of a Variance application to allow for gravel surfacing of a portion of the parking area where an all-weather surface is required—Placer County.
- Approval of a Variance to exceed the maximum allowable height limit of 36 feet for portions of the amphitheater—Placer County.
- Hazardous Materials Business Plan Approval—Placer County, Environmental Health Services.
- Food Facility Operating Permit—Placer County, Environmental Health Services.
- Annexation into a county service area for wastewater collection system maintenance—Placer County.
- Sewer Will Serve Letter—City of Lincoln and/or Placer County.
- Wastewater Treatment Agreement between the City of Lincoln, City of Roseville, and Placer County (if wastewater is to be treated by Lincoln)—City of Lincoln, City of Roseville, and Placer County.
- Approval of “Authority to Construct” and “Authority to Operate” applications for emissions of pollutants generated by the project—Placer County Air Pollution Control District.
- Confirmation of the project’s compliance with Central Valley Regional Water Quality Control Board (CVRWQCB) regulations, including requirements to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) and Spill Prevention Plan—CVRWQCB.
- Issuance of a National Pollutant Discharge Elimination System (NPDES) permit—CVRWQCB.
- Construction Activity Stormwater Permit—CVRWQCB.

- Clean Water Act Section 404 Permit—U.S. Army Corps of Engineers.
- Clean Water Act Section 401 Certification—CVRWQCB.

Other approvals for the proposed project may be required as the project is implemented. The EIR would serve as the environmental review document for other approvals that may be necessary or desirable for project implementation.

Related Projects

The projects described below were identified by Placer County as “related projects” that could affect similar resources (e.g., traffic/transportation) in the same timeframe as the proposed project, contributing to a cumulative impact.

Sunset-Athens Connector Road Project

The Sunset-Athens Connector Road would construct a new roadway connecting Sunset Boulevard and Athens Avenue. The project is proposed by Placer County in cooperation with the United Auburn Indian Community and is located east of the project site. The new roadway would begin at the existing western terminus of Sunset Boulevard at Cincinnati Avenue and continue westward for about 0.5 mile, then would travel northward about 1.5 miles to a new intersection with Athens Avenue. The roadway would be constructed with two 16-foot-wide travel lanes with a 14-foot-wide raised median and an overall right-of-way width of 88 feet.

The proposed project is identified in the Placer County General Plan and SIA as a capital improvement project to create a direct transportation corridor from SR 65 to Athens Avenue. An EIR was prepared for the Sunset-Athens Connector Road Project (State Clearinghouse #2003122017), and Placer County filed a notice of determination with the State Clearinghouse on May 5, 2005. Construction of the Sunset-Athens Connector Road Project has begun and is anticipated to be completed in by the end of 2006.

Highway 65 Self-Storage

The project consists of a 121,726-square-foot, one-story self-storage structure and office building with screened recreational vehicle (RV) storage situated on an approximately 25.08-acre parcel (APNs 017-061-020 and 017-081-003). Of the total gross parcel area, only approximately 8.7 acres, located in the central portion of the site, will be developed. The remaining approximately 16.38 acres will be landscaped or shall remain in its natural state.

The proposed development is located approximately 600 feet to the north of the future Whitney Boulevard interchange between SR 65 and Industrial Avenue. The eastern edge of the project site is coterminous with SR 65.

The subject parcel is 25.08 acres in size and currently zoned BP-DC, BP-DC-FH (Business Park - Design Scenic Corridor, Business Park - Design Scenic Corridor - Flood Hazard). The Placer County Zoning Ordinance permits the proposed use (seven, one-story self-storage structures totaling 121,726 square feet and an office building with screened RV storage) in the BP zone district. The combining FH district represents the location of the 100-year floodplain on the subject parcel. The developed portion of the project site, except for the driveway access, is situated between the 100-year floodplain limit lines, outside of the combining FH zone.

This project is located within the Highway 65 Business Park Area of the Sunset Industrial Area Plan. Within this plan area, there are goals and policies that encourage special design standards and themes to address aesthetics and visual impacts of an industrial project. The applicant has designed this project to comply with those policies as well as all other applicable policies in the plan.